

Washington Elks Will Have Automobile Outing at Leonardtown, Md., Tomorrow

ELKS TAKE MOTOR OUTING TOMORROW

Many Cars Entered for Run to Leonardtown and Great Interest Shown.

By HARRY WARD.

Members of the Elks are looking forward with pleasure to their automobile outing to Leonardtown, Md., tomorrow. The committee, consisting of F. V. Killian, W. E. Shelby, Dr. W. V. Georges and E. H. Neumeier, have mapped out an interesting route, and there will be many forms of entertainment for the Elks and their families on their arrival in Leonardtown.

The members who have entered their cars for the run include James Farrell, George Humphrey, John Allen, E. J. Murphy, F. V. Killian, Gus Schroth, George Helman, William Clemence, Bernard Groves, Hugh Harvey, August Brill, Adolph Loebl, E. H. Neumeier, W. V. Georges, Louis Hartig, and J. McConnell.

The start will be made from the Elks' club house on H street at 7:30 in the morning. As most of the route is over state roads, Mr. Murphy has requested the members to refrain from racing. The distance is fifty-five miles, and the route will be via Anacostia, Gooch Hope, Silver Hill, Camp Springs, Waldorf, Leonardtown, Hughesville, Charlotte Hall, Mechanicsville, Monksville, and Lovettsville to Leonardtown. It is expected about 100 Elks will take part in the outing. The return trip will be made late in the afternoon.

A great deal of interest has been shown in the run, said Exalted Ruler Murphy, "and if it is the success we expect, it will be followed by runs to other interesting points within a radius of 100 miles of Washington. Harper's ferry probably will be the objective point of the next run."

R. G. Harris, head of the motor tire sales department of the Firestone Tire and Rubber Company, has been in Washington throughout the week and has been the guest of J. J. Haas, the Firestone branch manager here.

Warren Mitchell left Thursday in his touring car on a trip to Long Island. He will be away several days.

William P. Barnhart & Co. report the sale of King touring cars to Dr. M. Hunter, W. Green, Seventeenth Street Garage, Parkersburg, W. Va.; J. Huth & Co., Middleboro, W. Va.; Thompson's Garage, Clarksburg, W. Va.; Central Garage Company, Alexandria, Va.; E. E. Tetrick & Co., Fairmont, W. Va.; King roadster to Dr. J. Madigan, Standard Electric Coupe to R. H. Meyer, of the Interstate Commerce Commission, Mrs. Charles Dietz, Jr., Mrs. H. M. Davis and Pullman light six touring cars to Charles L. Miller, George S. Derenny and Mrs. Charles E. Cullip.

Secretary of State Bryan and Mrs. Bryan are making frequent trips to nearby points in their Cartecar sedan. Recently they made a trip to Great Falls and were accompanied by Oscar Reed.

A TIMELY TIP FOR MOTORISTS

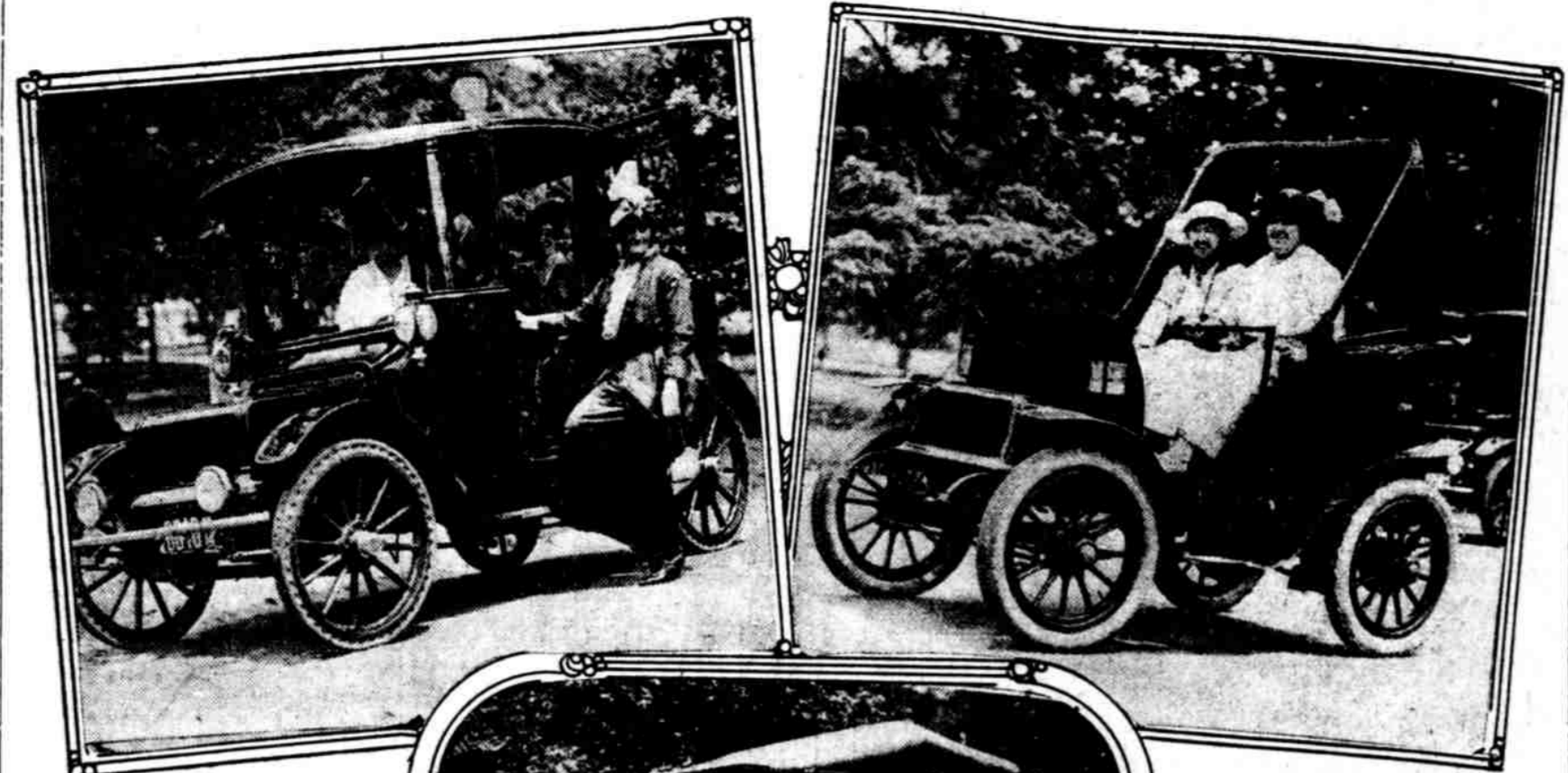
Confidence, self-control, and judgment are required of every good driver of an automobile.

But do not let the absence of either of these three qualifications keep you from buying a car, for it is easy to acquire either or all three of those merits.

Do not try to learn everything in a half hour. First take a firm, but not tight hold of the steering wheel and turn it slightly from one side to the other. The sensitivity of the car and ease with which it can be handled will give full confidence.

Just a little care exercised at first will gradually develop into the exercise of good judgment. You will surprise yourself with the ease you learn to operate a car if you cultivate those three virtues.

GROUP OF WASHINGTON'S FAIR MOTORISTS



PHOTOS BY C. T. THOMAS

BETTER TAILLIGHTS NEEDED ON AUTOS

Considerate Drivers Always Equip Their Machines With Proper Appliances.

By MITCHELL MAY.

During the summer months it might be well that some of the attention that has lately been paid to headlights were devoted to the subject of taillights. Motorists complain with reason of the dangers to which they are exposed when overtaking vehicles that do not show a light behind, and, therefore, they ought to be anxious to avoid giving reason for complaints of the same character by taking care to use lamps which can be relied upon not to be extinguished by jolting or other causes.

But besides acting as a warning signal, the taillamp of a motor car has another function to perform in rendering visible the number plate. Here there exists a great deal of room for improvement. A few minutes' observation after dark in any thoroughfare frequented by motor traffic is sufficient to show that many cars are deficient in this respect, and that their numbers cannot be made out at a distance of even a few feet unless it be by the aid of a street lamp.

Owners at Fault.

Some of the worst offenders are cars whose owners, while they apparently cannot drive through a place without having their path illuminated by two powerful acetylene burners which, however useful in themselves, are a nuisance to every one else, are yet able to spare for their taillamps little more light than would be afforded by a candle.

The provision of a proper illumination of the rear number plate is one of the rights that can be legally claimed from motorists by the public, for whose protection it, unfortunately, still seems necessary. While no considerate motorist who has accidentally knocked down a pedestrian or has run into another vehicle would neglect to stop to ascertain what damage had been done, enough cases have been reported to say nothing of others that do not get into print, to prove that there are drivers—perhaps paid ones who have taken out their car without their consent—who, after an accident, are quite content to drive on and remain unknown. If the taillight is not sufficiently strong to permit the number to be read by the victim or by bystanders.

Reason for Rear Lights.

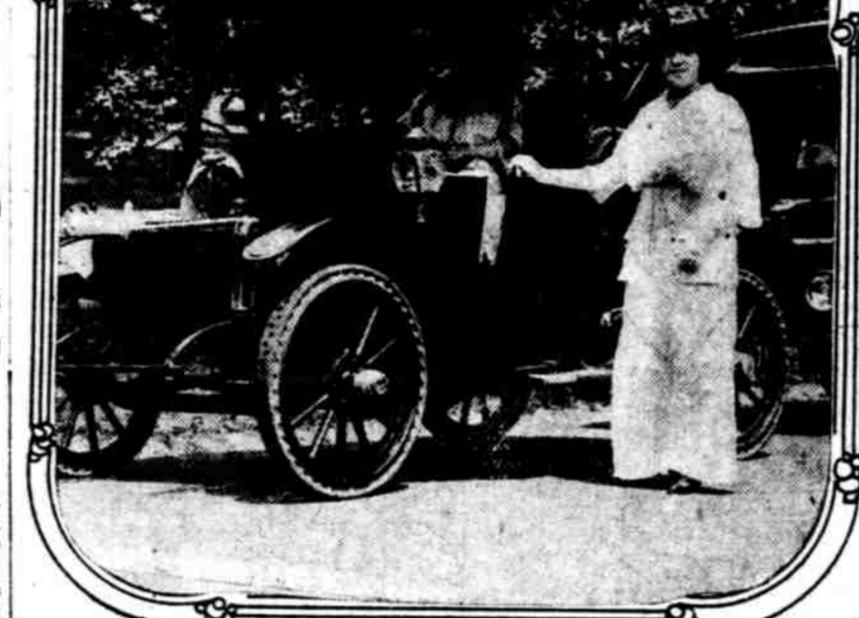
It is just because an inadequate lamp lends itself to this kind of behavior that those who deserve the title of considerate driver should make it a point to provide themselves with taillights whose efficiency is above reproach. Displaying number plates conspicuously is often prevented by the intervening location of an extra tire or trunk or because some dealers neglect to fasten the lamp and plate bracket together. Owners should insist that their cars be properly equipped in this respect, otherwise the State authorities may deem it necessary to examine each machine in order to determine whether the equipment complies with the statute.

Put the difference in the bank. The saving between Ford cost and heavy car cost is "velvet" for the prudent buyer. He knows the Ford not only saves him dollars but serves him best. It's a better car sold at a lower price and backed with Ford service and guarantee.

Put the difference in the bank. The saving between Ford cost and heavy car cost is "velvet" for the prudent buyer. He knows the Ford not only saves him dollars but serves him best. It's a better car sold at a lower price and backed with Ford service and guarantee.

5500 for the runabout, \$550 for the touring car and \$750 for the town car—f. o. b. Detroit, complete with equipment. Get catalog and particulars from

MILLER BROS. AUTO AND SUPPLY HOUSE, 81-83 Pierce St. N. E. 1105-07 14th St. N. W. Phone Lincoln 4066. Phone North 4165.



Top, Left to Right—Mrs. James Lansburgh Entering Her Electric Brougham For a Spin on the Speedway. Mrs. Charles Jacobsen and Miss Adalinda Jacobsen in Their Electric Runabout. Bottom—Mrs. John O. Knox and Her Electric Roadster.

ONE MOTOR HERE FOR EACH 23 PERSONS

The latest statistics show that in the District of Columbia there is one automobile to every twenty-three persons. The figures indicate there are 14,116 cars owned and used in the District, or one to every 23 persons.

In California one person in every twenty is accredited with owning a motor car. California's automobile figures show 18,126 owned and used in that State. New York registrations show 21,730 cars, or one to every twenty-four persons. Maryland has 15,528 cars, or one to every twenty-six persons, while Virginia has only 8,797 cars, or one to every 231 persons.

Mississippi makes the poorest showing of any of the States, but 3,900 automobiles being registered in that State, or one to every 260 persons. The grand total of motor cars registered in the United States is 1,025,327. These figures will be greatly increased before the expiration of the present season.

No Danger.

Chaufeur—Sir, I'm afraid our gasoline is going to catch fire. He—Is that the same stuff I use in my automatic cigar-lighter? Chauffeur—Yes, sir, and it's a danger. He—Not the slightest danger. Drive on—Vale Record.

GEARLESS

The Car With a Thousand Speeds What Users Say About it

Mr. J. D. Kehoe, of this city, who recently purchased a Cartecar, wrote to his brother at Maysville, Ky., who in a previous letter, had strongly recommended a Cartecar. His letter was as follows:

Washington, D. C., May 27, 1914

James N. Kehoe, Maysville, Ky.

Dear Jim—Am still thinking about buying an auto. Before deciding, I want to know what you think of the Cartecars. I saw the work and heavy hills around your section. Hastily yours, DEXTER.

Experienced Auto Owners Say Cartecar is Best Car Ever Owned or SEEN by Them.

Maysville, Ky., June 1, 1914.

"About the auto, I interviewed Mr. Downing again today. He has owned a Cartecar and a Cartecar, and considers the Cartecar the best car he has ever owned or SEEN."

"Saw his Cartecar and has owned him virtually nothing since he has had it, about one year. His brother also has one, and is equally well pleased. Their wives, as well as themselves, run their Cartecars all over the country without complaint." Yours, DEXTER.

One of the above-mentioned owners is a one-armed man. The Cartecar drives so easily he is able to run it over the heavy hills around Maysville without difficulty.

MAKE US PROVE IT

Cartecar Sales Co. Inc.

1801 14th Street N. W. Phone North 1302

OWNER MUST LEARN CAR'S PECULIARITIES

Every Machine Has Its Own Individuality, Which Should Be Studied by Driver.

"Each different machine has peculiarities of its own, and no matter how experienced you may be in the operation of motor cars in general, you should read the instructions furnished by the manufacturer and follow them," is the advice handed out to several hundred new automobile owners in this city by a man who has followed the automobile fame in Washington for years.

Here are some of the interesting tips he has to offer recent buyers of motor cars, and they are well worth perusing: "Don't try to get the maximum speed out of a new car until you have run it for several hundred miles."

"Remember that every part is new and more or less stiff, and must necessarily become worn in or limbered up. "Don't forget to strain the gasoline through a piece of chamois skin, as this will remove all foreign matter. "Be sure you know the location of the gas cut-off."

"Don't operate the clutch too quickly. This causes the wheels to spin and subjects the entire car to a strain. "Cultivate the faculty of detecting any irregularities in the running of your machine."

"The more stops you make the greater will be the gas consumption, as it takes as much gasoline to start a car as to run it a considerable distance. "For obvious reasons, it is better not to talk while driving."

"Remember that excessive speed costs money. It has been said by a well known tire expert that every time the wheels are allowed to skid it costs the owner several dollars. When the rear wheels begin to skid, disengage the clutch and steer the car in the direction of the skid. This gives a reaction, which prevents the car from further skidding."

"Drive carefully and at a moderate speed. Treat your car as you would an expensive watch. Your troubles will be few and far between, and you will enjoy the pleasures of motoring to the fullest extent."

Motor Car Building Is Depicted by "Movies"

The assembly room of the Chamber of Commerce last night was the scene of a most interesting exhibition of motion pictures, entitled "From Mitten Steel to Automobile," in which a complete history of every step in motor car building was depicted. A large audience, including Speaker Champ Clark and Postmaster General Burleson, was present. The picture was presented under the direction of Charles F. Redden, general sales manager of the Maxwell Motor Company, who will sail next week for Europe. The pictures have great educational value and various colleges and universities have applied for permission to exhibit the reel as an educational feature next fall. The Maxwell Company spent a large sum of money in the preparation of the reel.

Electric Touring Cars Now Popular

By J. S. CODMAN.

Has the day of the electric touring car arrived? Or, if not, how far distant is it, and what must yet be done to hasten its coming?

It cannot yet be said that the day has come, but, on the other hand, it is now close at hand, and the obstacles still in the way are neither many nor great.

Already the electric has ceased to be merely a town car. It is convenient, dependable, comfortable, and cheap to operate, and within the last few years has been so developed that actual road runs of seventy to one hundred miles have been made at a speed considerably greater than the usual road speed of the gasoline car.

LONG TOUR WAS MADE.

Late last year a tour of between 200 and 300 miles was made in an electric, through the Green mountains of Vermont and the White mountains of New Hampshire, and no difficulty was experienced either on the steep hills nor on the rough and sandy roads. An average of nineteen miles an hour was made on this trip of more than 200 miles.

An even more notable run was made late last year from Boston to Chicago during the worst weather of the season, which turned many of the roads into sloughs of almost impassable mud. Notwithstanding these adverse conditions, no greater difficulty was experienced than might be expected with any car under such circumstances.

The latest remarkable trip in an electric automobile was made in the early part of last month, and for the first time on record an electric motor car left Boston and arrived in New York in less than twenty-four hours.

If then, the electric automobile is not lacking in speed and is fully capable of meeting all road conditions, what then is the obstacle to its use for touring? As is evident everywhere, it is the difficulty in getting charged on the road. This difficulty, however, is not to any great extent a difficulty inherent in the car itself. It is true that a battery cannot be filled as quickly as a

gasoline tank, but on the other hand, the delay is not great if proper facilities can be obtained. Boosting a battery at high current rates is perfectly practical today. The Edison battery is notable in this respect, and even lead batteries, it is now understood, can be charged without injury at much higher rates than was formerly thought possible if only proper care is taken to reduce the rate before the gassing point is reached.

The writer has on one occasion out on the road boosted a battery at 20 amperes for one hour. This battery was composed of A-4 cells rated at forty-five amperes normal current, and it absorbed in that hour enough charge to have driven the machine about fifty miles. On this occasion the cable was passed through the window of the electric light station and connected directly on the exciter "bus" and little time was lost in getting connected.

Usually Time Is Lost.

In touring, however, an opportunity such as this is seldom offered. Usually much time is lost in getting connected and the amperes rate obtainable is usually low. It is this inability to get satisfactory charging service which is the one great obstacle in touring in an electric.

However, central stations are beginning to recognize the touring electric, and are arranging to aid the electric tourist by providing ample charging facilities.

One Man —9000 Horsepower

How the Largest Exclusive Tire Factory Keeps Cost Down and Keeps Quality Up

Firestone TIRES

Cost No More Than Average

Every facility for economical production that science has been able to produce has been brought to bear in the Firestone plant to give you Firestone quality at ordinary price. The power plant, where one man feeds the boilers that produce 9000 horsepower, is one example of Firestone scientific management.

The great Firestone plant naturally attracts the country's greatest tire experts.

Every man in this factory is a tire specialist, doing his work with skill and accuracy.

Here nothing but tires is made, and every ounce of steam power, every effort of the workmen, every bit of study and thought, are focused on the making of Firestone Tires.

This concentration and specialization in production make it possible to give highest quality at a cost no greater than only average tires.

This highest quality was proved again at the International Sweepstakes in Indianapolis last Decoration Day when Barney Oldfield led all American cars in the five hundred mile race.

Although he exceeded the speed of last year's winner, averaging 78.15 miles per hour, two of Barney's Firestone Tires went though the entire five hundred miles without change.

Firestone finished First and Second in this great race in 1913, as you will remember, also First in 1911. Firestones make good on the road because they are made good at the factory.

Most for Your Money in First Cost and Final Economy

Firestone Tire & Rubber Company

"America's Largest Exclusive Tire and Rim Makers"

824 14th Street N. W.

Washington, D. C.

Home Office and Factory, Akron, O.

Branches and Dealers Everywhere